19.	Infant Fare (up to 2 years of age) No. Booking Class for INF (as no seats booked. For Infant).	10% of the Normal Adult Sector Fares in INR/USD is charged. IATT and PSF is not applicable.

Losses suffered by IA due to aviation fuel

1635. SHRI K. RAHMAN KHAN: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that Indian Airlines are incurring losses worth crores of Rupees on aviation fuel due to connivance between some officials of air traffic control and private airliners;

(b) whether Government have received any such complaint; and

(c) if so, the details thereof and the action taken by Government thereon?

THE MINISTER OF CIVIL AVIATION (SHRI SYED SHAHNAWAZ HUSSAIN): (a) There have been occasions when incoming flights were put to hold and departing aircraft made to wait at holding point for a longer period or desired flight levels not allocated to Indian Airlines flights by Air Traffic Control (ATC). This results in consumption of extra fuel.

(b) and (c) The details of the three such instances which recently came to the notice of the Government were looked into. These details are as follows:—

(i) A complaint was received through Press Clipping entitled "IA loss is ATC officials' gain" dated 7th January, 2002 of the Asian Age. It was alleged that ATC at Ahmedabad was having understanding with pilots of private airlines and the Indian Airlines' flights are put "on hold" in the air. The matter has been investigated and it was found that the complaint was baseless. Ahmedabad Airport is equipped with the state-of-art MSSR Radar. The traffic density at Ahmedabad Airport is very low and all the aircraft are provided radar services both in the Approach Control and Area Control. Ahmedabad ATC is

maintaining safe, orderly and expeditious flow of air traffic. No complaint has, however, been received from any airlines in this regard.

(ii) The other complaint was received from Indian Airlines that on 3rd January, 2002 at IGI Airport, Sahara Airlines flight 302 was given preference in departure over their flight IC-401. This has been investigated. The taxi routing of Sahara Airlines was shorter than the taxi routing of Indian Airlines flight IC-401. Sahara was cleared for departure first as it was to fly at higher level than Indian Airlines flight. This was done to facilitate maximum number of departures with least over all delay.

(iii) Indian Airlines brought it to the notice of Airports Authority of India (AAI) that their aircraft operating flight IC-813 on 4.1.2002 was asked by Delhi ATC to hold position to adjust the departure of another flight. This matter has been enquired into. The factual position is that this incident involved Air India flight 316. Since Air India flight 316 was to fly at a higher levell Air India was allowed to depart ahead of Indian Airlines flight IC-813 and they were both flying on the same route.

Free tickets issued under Desh-Videsh Scheme

1636. SHRI BHAGATRAM MANHAR: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Government's attention has been drawn to the news-item captioned "IA scheme flops, Government pays twice over" which appeared in the Statesman, New Delhi on 12th February, 2002;

(b) if so, the total number of free tickets issued to passengers under "Desh Videsh" scheme with the total value of these tickets;

(c) whether Indian Airlines is incurring heavy losses during the last one year; and

(d) if so, what are the reasons for announcing various schemes offering freebies to passengers?

THE MINISTER OF CIVIL AVIATION (SHRI SYED SHAHNAWAZ HUSSAIN): (a) Yes, Sir.